

# Brampton Parking Plan Phase Two

Committee of Council Meeting  
November 23, 2022



## Agenda

- **Brief Overview of Brampton Parking Plan**
- **Brief Overview of Phase One Policy Directions**
- **Phase Two Key Findings**
  - ✓ Financial Assessment
  - ✓ Downtown Parking Management
  - ✓ Parking Enforcement
  - ✓ Paid On-Street Parking Permit Program
  - ✓ Other subjects
- **Brief Overview of the Implementation Plan**
- **Open Discussion**



# Brampton Parking Plan Overview



## Parking Plan Objectives and Timeline

- **Project Commencement – April 2021**
- **Phase One – Completed in May 2022**
  - ✓ Review Background documents and Best Practices.
  - ✓ Develop a vision and guiding principles that are consistent with provincial, regional, and forward-looking municipal plans and address public input.
  - ✓ Develop a modern city-wide parking policy framework that is sensitive to Brampton's context.
- **Phase Two – Completed in November 2022**
  - ✓ Develop a future direction for the City's parking operations and enforcement with regard to on-street and off-street parking assets.

## Parking Plan Overview

### Best Practices Review

- ✓ Brampton's parking prices are lower than the comparator municipalities.
- ✓ Reducing/removing parking minimums and implementing parking maximums (citywide or in strategic areas) are gaining popularity.
- ✓ Parking permits are commonly used/available for residential and visitor uses.

### Downtown Parking Utilization - 2019

- ✓ The Downtown system-wide parking utilization is 58%, which is well below the 85-90% effective capacity threshold.

## Parking Plan Overview

### Public and Stakeholder Engagement

- ✓ **Included the following:** two virtual public engagement sessions, Wards 3 & 4 Town Hall, three focus group meetings, as well as a City-wide parking survey and a trucking survey.
- ✓ **Residential parking constraints,** commonly attributed to multi-generational families, were repeatedly reported.
- ✓ **Suggested solutions included:** support for removing parking requirements or adopting maximum parking requirements along intensification corridors, residential parking programs, and improvements to sustainable modes of transportation.
- ✓ Most surveyed truck drivers reported **insufficient truck parking supply.**

# Phase One Key Policy Directions



## Phase One Policy Directions

Phase One outlined a parking policy framework for Brampton and recommended the following key policy directions:

- Divide the City into two types of parking policy areas: **Intensification Areas and Rest-of-City**.
- **Rescind parking minimums** and set parking maximums in Intensification Areas, and tailor parking minimums to the actual demand in the Rest-of-City.
- Incorporate parking requirements for **affordable housing**, accessible parking spaces, electric vehicle stations, and bike parking.
- Several strategies were suggested to **increase the supply of truck parking** (e.g., off-peak use of large venues and commuter parking lots, mechanisms to construct new facilities, truck parking permits, and truck parking information system).



# Phase Two – Key Findings and Recommendations



# Recommendations and Parking Implementation Plan Consolidated Under Ten Themes

**A. Downtown Parking Management & Finance**

**B. Parking Technologies and Enforcement**

**C. Paid On-Street Parking Permit Program**

**D. Parking Partnerships & Governance**

**E. Transportation Demand Management**

**F. Truck Parking Management Strategies**

**G. ZBL and Traffic By-Law Updates**

**H. Parking and Affordable Housing**

**I. Electric Vehicle Charging Stations Supply**

**J. Miscellaneous Actions and Activities**

## Downtown Parking Management

- Based on the 2040 parking demand & supply forecast, **there does not appear to be a pressing need to build new parking facilities** in the near future in Downtown Brampton.
- Significant changes in parking pricing are needed as follows:
  - ✓ **Remove the one-hour free parking** at municipal parking garages.
  - ✓ **Increase the hourly price rate** for on-street parking.
  - ✓ **Increase the price of long-term parking permits** (monthly & annual).
- Other sources of fund should be established, and these may include:
  - ✓ **The Community Benefits Charges (CBCs).**
  - ✓ **Parking partnerships & leasing the underutilized parking facilities.**

## Financial Assessment

- Brampton's municipal parking operations are expected to remain in an **operational deficit until the year 2035**.
- Several **Pricing Scenarios** were examined to determine future Downtown municipal parking operations.
- Alternative pricing scenario 2 (\$2.50 hourly rate & \$100.00 for monthly permit) and scenario 3 (\$3.00 hourly rate & \$120.00 for monthly permit) are the preferred scenarios, because they would closer align the cost of parking Downtown with the cost of using transit in Brampton.
- **The Cash-in-Lieu (CIL) of Parking is no longer feasible** in the Downtown area.

## Parking Technology and Enforcement

To improve the efficiency of parking enforcement in Brampton, and handle the large number of parking violations recorded every year, the following recommendations were made:

- **Establish priorities among service requests and complaints:** priority will be given to safety and traffic impact related offenses.
- **Improve the complaints registration system:** residents to provide the license plate number of the vehicle in question so it can be screened remotely.
- **Build a system to track and map parking complaints and violations:** to create heat map of parking offenses by type, area, day, and time-of-day, and use these information to establish well-focused proactive enforcement.

## Parking Technology and Enforcement

- **Add more enforcement staff as needed:** the number of violations may require adding full-time and part-time officers.
- **Increase the parking penalty rates:** consider also adopting graduated parking penalties to target repeat offenders, and higher penalties for specific-area and during special events.
- **Expand the adoption of License Plate Recognition (LPR) Technology:** better utilized if pay-by-plate system and digital parking permits are also established.
- **Consider collaborating with a third-party parking app provider:** for payment technologies, LPR services, training, etc.

## Paid On-Street Parking Permit Program

- A residential paid on-street parking permit program is suggested to unlock on-street parking for long-term parking purposes, alleviate the illegal widening of the driveways, and promote housing affordability.
- **Implementation Phases:** 1) feasibility assessment, 2) pilot program, and 3) program expansion/adjustment.
- **Awareness Campaign:** important to educate and prepare the public.
- **Program Support:**
  - ✓ **Approval process:** Selection of the streets > Technical review > Survey homeowners > Council approval.
  - ✓ **Survey statistics:** a minimum percentage of the homeowner questionnaires should be returned, and a minimum proportion of those should agree.

## Parking Partnerships and Governance

- As the City has begun moving towards reducing/rescinding parking requirements in strategic areas, parking partnership becomes important in order to:
  - ✓ Provide **more shared off-site parking** supply opportunities,
  - ✓ **Optimize** the use of available parking facilities (which are presently underutilized), and
  - ✓ Achieve the **targeted densities**.
- A Downtown Parking Implementation Strategy is being undertaken, supplementary to the Brampton Parking Plan, and will be completed in Q2 2023.
- The supplementary study aims to investigate strategies and opportunities that can optimize off-street parking utilization in Downtown Brampton through shared-use/reservation parking agreements.



## Transportation Demand Management (TDM) Initiatives

- Improving the **transit network** is an essential TDM measure: quality-of-service (coverage & frequency & reliability), transit priority, and fare incentives.
- Brampton is recommended to continue expanding/improving the **cycling network**.
- **Requiring new developments** to implement TDM measures is an emerging policy undertaken by many municipalities (e.g., a point-based checklist).
- **Unbundled parking** is an emerging strategy that can limit parking oversupply
- **Other initiatives:** increase the supply of bicycle parking, add dedicated car sharing spaces, and use the concept of shared parking.

## Curbside Decision-Making Framework

- A curbside decision-making flowchart was developed.
- **Objective:** determine where, when and whether it is appropriate to modify the design of a corridor to better serve a given area.
- **Principle:** the framework considers curbside stakeholders, functions, and typologies (prioritizing functions by highway class and area).

### Curbside Functions



Movement



Deliveries



Access for People



Parking



Placemaking

# Parking Implementation Plan Overview



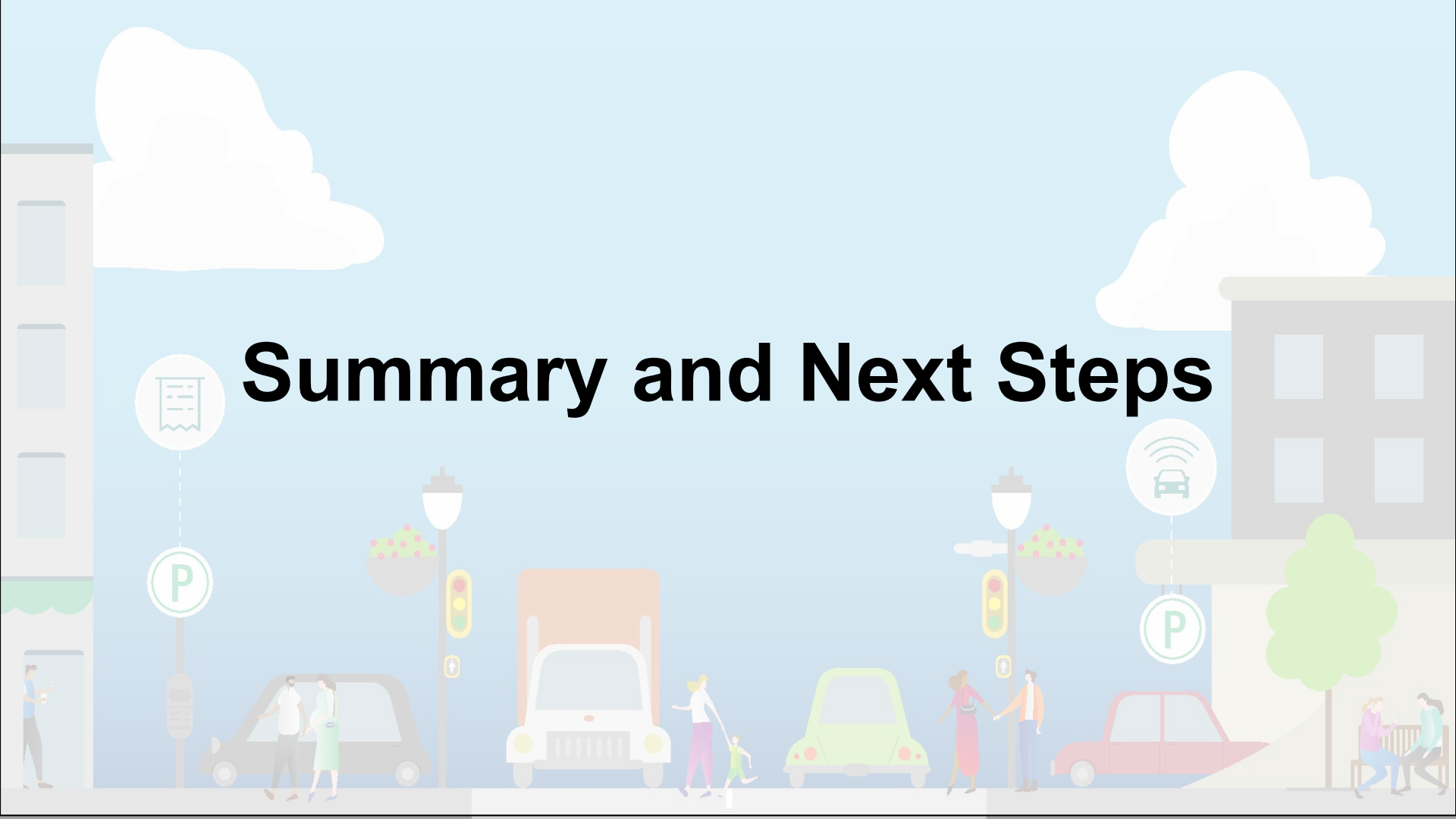
## Parking Implementation Plan

Based on the study recommendations, an Implementation Plan was developed including **47 activities (actions)** consolidated under the above-noted themes and categorized as follows.

Activity ID	Activity Description	Impact (Priority) Level – <b>High, Medium or Low</b>	Timeline – <b>Short Term, Medium Term or Long Term</b>

It is recommended that the City focus more on the activities that have **“high impact”** and that can be implemented in the **“Short-term.”**

# Summary and Next Steps



## Summary and Next Steps

- The recommendations of the Brampton Parking Plan include transformative policy directions and a parking implementation plan that are intended to support Brampton's move towards its 2040 Vision;
- The Draft Brampton Parking Plan will be presented at a final public engagement session in December;
- The Final Parking Plan, including any further refinements, will be presented for Council endorsement in early 2023.

# Discussion

